AMENDMENT TO THE SPECIFICATION

Please replace the paragraph beginning at page 14, line 11, with the following rewritten paragraph:

In Figure 8, the aircraft is decelerating at a present IAS of 153 knots at level flight at an altitude of 4,800 ft. A banked wings predictive track 154 of the navigation area 106 shows a predictive track of the aircraft in relation to the inbound course line 140 as the aircraft banks right as indicated by the aircraft symbol 128. For the case depicted in Figure 8, the banked wings predictive track 154 is helping the pilot direct the aircraft to make a tangential capture of the inbound course to the waypoint 142 labeled HME as indicated by ~~capture line 140a~~the inbound course line 140. The aircraft symbol also includes a gear down indicator 155 as part of the aircraft symbol showing the landing gear of the aircraft symbol as being fully deployed. A user selectable approach indicator 157 can be activated and positioned at a particular one of the FPA demarcations 121 (in the case depicted in Figure 8, negative 3° ground referenced vertical FPA) of the FPA scale 120 by the pilot. At the time appropriate for landing the aircraft, the flight situation display will then alert the pilot visually (such as with the user selectable approach indicator 157 visibly flashing) and/or audibly (such as by a digitized voice announcing, "begin descent") to begin descent of the aircraft at the particular value of ground FPA indicated by the user selectable approach indicator 157.

Please replace the paragraph beginning at page 5, line 25, with the following rewritten paragraph:

Not only is the flight situation presentation system useful for piloting an aircraft, it can also be used for instruction in how to pilot an aircraft such as with a simulation environment. Advantages of its use for instruction are based in part on the opportunity provided by the flight situation presentation system for a student to readily acquire a ~~hand-on~~hands-on appreciation for what information is useful to piloting and an understanding of how this information is used in given situations without also having to deal with the added complications and lack of integration associated with conventional

instrumentation. Once this ~~hand-on~~hands-on understanding and appreciation is acquired, if necessary due to lack of availability of the flight situation presentation system in conventional aircraft, the conventional instrumentation can be learned with a better understanding by the student of what the conventional instrumentation can provide and also its limitations.